

SAMUEL R. SLAYMAKER.

[To accompany bill H. R. No. 488.]

JUNE 10, 1842.

Mr. BRIGGS, from the Committee on the Post Office and Post Roads,
made the following

REPORT:

*The Committee on the Post Office and Post Roads, to whom was referred
the petition of Samuel R. Slaymaker, report:*

That it appears, from evidence submitted to them, that, in October, 1831, said Slaymaker, with James Reeside and Jesse Tomlinson, entered into a contract with the Post Office Department to carry the mail from Philadelphia, through Lancaster, to Pittsburg, in Pennsylvania, over route No. 1,031, twice a day, for four years, the contract to commence on the 1st of January, 1832; that part of this route, from Lancaster to Philadelphia, was credited to Slaymaker on the books of the Department, and he received pay for the amount due for carrying the mail over the same. R. C. Stockton had a contract, covering the same time, for carrying the mail from Lancaster to Baltimore, over route No. 1,387, and from Baltimore to Washington, over route No. 1,372. Slaymaker and Tomlinson had a contract for carrying the mail over route No. 1,098, from Philadelphia to Lancaster, through Westchester. Stockton also had a contract for carrying the great northern mail from Washington, north, through Baltimore, to Philadelphia.

In November, 1831, Slaymaker and Stockton proposed to the Department to carry a part of the great northern mail, from Baltimore to Philadelphia, through Lancaster, during the suspension of their boat navigation, across the Chesapeake and up the Delaware. The proposition was accepted by the Department, and the mail was carried by them over the routes last named, being Nos. 1,387 and 1,031, through the winters of 1831-'2 and of 1832-'3, for which they received the sum of \$6,300 a year. Slaymaker carried it from York to Philadelphia, and Stockton carried it over the southern part of the way—each receiving one-half the pay. The heavy portion of the great northern mail was sent over this route, that the other portion, consisting of letters and newspapers, might be facilitated over the direct route, so as to keep up the connexion with the stages which run north from Philadelphia. On the 19th of November, 1833, Mr. Hobbie, the Assistant Postmaster General, notified Reeside and Slaymaker "that the arrangements made for increased expedition in April last, on the line from Washington, District of Columbia, to Portland, Maine, dispensed with the express mail between Lancaster and Philadelphia,

which was carried from Washington via Baltimore and Lancaster, and for which you have been allowed \$3,150. You are therefore informed that pay for that amount will cease."

On the 4th of December, 1833, Mr. Hobbie addressed a letter to the postmaster at Philadelphia, in which, after giving a schedule of the mail from Washington to New York, he says: "Memorandum.—At the instance of the contractors, in order to relieve their mail on the direct route, it is allowed that the heavy mail be sent by the fast line at 9 P. M. to Baltimore, with which the Lancaster mail will connect, and that the heavy mail (that is, such matter as is not to be classed as letters and newspapers) be transferred at Baltimore, by the postmaster, from the fast line to the Lancaster mail." He then gives the schedule of the time of departure of the mail from Baltimore and arrival at Lancaster, and the departure from Lancaster and arrival at Philadelphia; then follow the times of the departure and arrival of the return mails over the same route. He then directs the mails to be sent round by Lancaster to be at all times selected by the postmasters at Baltimore and Philadelphia. Mr. Durkee, a clerk in Slaymaker's office, in Philadelphia, says, after receiving the notice from the Department before mentioned, in relation to the April arrangement for the direct northern line, he wrote to Mr. Reeside, who was at Washington, to know whether the usual winter arrangement on the Lancaster route would be restored. He got no answer; but when Mr. Reeside returned he informed him the Lancaster route was to run as usual, and he should make preparations for it. Soon after this, Mr. Grubb, a clerk in the post office in Philadelphia, called at the stage office and left with Mr. Foltz, a clerk in the stage office, a schedule from the Post Office Department for running the express line through Lancaster the ensuing winter, and that he accordingly made the preparations necessary. The mail was carried by Mr. Slaymaker as it had been the two preceding winters, and for which he had been paid for each year's service the sum of \$3,150. Mr. Slaymaker had no interest in or connexion with the direct line from Washington to Philadelphia, or on the routes from Washington to Baltimore, or from Baltimore to Lancaster, except that, on the latter route, by an arrangement with Stockton, he carried the mail from York to Lancaster, and received pay for the same, during the years 1831-'2 and 1832-'3.

On the 17th of December, 1834, Mr. Hobbie wrote to the postmaster at Philadelphia, telling him "that the Postmaster General looked to him to see that the winter arrangements for the great Atlantic mail to the East were put in operation the moment the steamboat navigation was suspended." He directed him to "send the slow mails by the Port Deposit and Conewingo line if they run on different days, or send it by the *Baltimore and Lancaster* line, No. 1,387, to be taken out of that line at Columbia, and despatched thence by the railroad, No. 1,031, to Philadelphia, whichever you shall judge to be the most expeditious conveyance, and report your determination and doings." The postmaster sent the slow mail by the Lancaster route, as it had been sent for three years, and Mr. Slaymaker carried it, as he had done before, at his own expense, from York to Philadelphia. During the winter of 1833-'4, he carried the mail twenty miles from Philadelphia in railroad cars, and the rest of the way in four-horse stages. In 1834-'5 he carried it from Philadelphia to Columbia in cars, and the rest of the way in four-horse stages. Two

clerks or agents, in the employment of Mr. Slaymaker at the time, (Mr. Durkee and Mr. Carson,) swear that, both years, an additional line of stages, besides the two regular lines from Philadelphia to Pittsburg, through Lancaster, was put on and sustained at great expense to carry this heavy mail to Baltimore. These mails were very heavy, weighing from ten to eighteen hundred weight, averaging, as the witnesses think, fifteen or sixteen hundred weight. The postmasters on the route confirm the statement of other witnesses, as to the increased expense of carrying this mail to Mr. Slaymaker, and as to the great weight of the mails. Durkee states that "the tolls paid to the State for the use of the railroad are one mill per mile for every ten pounds of mail, and that, from the 5th of January to the 4th of March, sixty-eight days, the tolls amounted to \$1,784 32, in addition to which the tolls on the Columbia bridge for a coach, one trip each way, were ninety-two dollars, which, added to the railroad tolls, makes the sum of \$1,876 32, which he paid out for tolls in one year." The performance of the services for which Slaymaker claims pay is indisputably shown. They were at least equal to those for which the Department had paid him \$3,150 a year for the two former years. He made application to the Department for pay at the proper time. There is nothing before the committee showing why he was not paid when the services were performed. After the reorganization of the Department, in 1836, the claim was submitted to the Auditor for the Post Office Department and by him rejected. An appeal was taken from his decision to the Comptroller, who confirmed the decision of the Auditor.* The rejection of the claim by those officers appears to be on the ground that Slaymaker and Reeside were notified, in November, 1833, that he would be paid no more, other arrangements having been made for carrying the mail over the direct route to Philadelphia, and that after that, though the mail was carried by him as it had been before, the Department gave him no order for carrying it—that the service was gratuitous. It is also said that the Department had a right to throw this additional mail upon Slaymaker, there being no limitation of the amount he was to carry, in his contract with the Department, on the Philadelphia and Pittsburg route. It is true there is no order from the Department directly to Slaymaker establishing the express mail which was countermanded by the order of the 19th of November, 1833; but the facts in the case show that this slow mail, as it is called, was sent through Lancaster, both years, by direction of the Department. Their schedule, directing the hours he was to start with and deliver the mails at both ends of his route, was delivered to him by the postmaster at Philadelphia, who acted as the agent of the Department. In December, 1834, Durkee, as agent to Slaymaker, complained to the postmaster at Philadelphia that the whole of the mail was sent to Lancaster, and they could not carry the mail, which ought to have gone on the lower route, without pay, and asking him to give a certificate of the fact, that they might make claim for pay. The postmaster informed him there had been a failure of the New York mail in time to connect with the lower route, which was the reason for sending more mails that way at that time; that, besides this, no other had been sent, "except the slow matter ordered by the Post Office

* The final decision of the Comptroller was in July, 1838. In January, 1839, Mr. Slaymaker presented his petition to Congress. Two or three bills have been reported in favor of his claim, but, as a multitude of other private claims, they have been left without action upon them.

Department." Mr. Page, the postmaster at Philadelphia, sent the letter of Durkee, and his reply to it, to the Department. If there was any doubt that the Department knew that Slaymaker was performing this service, this fact shows that they were then apprized of it. The committee are of opinion that, by his contract to carry the Philadelphia and Pittsburg mail, by way of Lancaster, twice a day, he was under no obligation to put on another line of stages and horses to carry a mail taken from another great route, and which was never intended by the parties to the Philadelphia and Pittsburg contract to be put into their route. He had no interest in or connexion with the direct great northern route, nor in the route from Baltimore to Lancaster. For the two winters during which he claims pay, he carried the heavy mail as he had carried it the two preceding winters, and for which he was paid. The Department knew he was performing this service, and they never notified him that he was not to be paid for it, or that they expected another man was to settle with him for doing it.

The service was an important and a very expensive one. He paid out large sums of money for tolls, besides the cost of teams and carriages, and had no idea of doing all this, either for the Department or any body else, without remuneration. The committee are not able to see how, with propriety, it can be said the service was gratuitous. In view of all the facts, they come to the conclusion that, in equity and in law, Mr. Slaymaker is entitled to receive, for carrying the mail during the winters of 1833-'4 and 1834-'5, from Lancaster to Philadelphia, at the rate he was paid for the same service during the two preceding winters, and report a bill directing him to be so paid.

To the honorable the Senate and House of Representatives of the United States of America in Congress assembled :

The petition of the subscriber respectfully sheweth : That he, in connexion with others, had the contract for carrying the mail on route 1,081, from Philadelphia to Pittsburg, and on route 1,098, from Lancaster to Philadelphia, via Westchester ; that, on the — day of November, 1831, he, together with Richard C. Stockton, proposed to carry a part of the mail matter, or what was called a second daily mail from Washington to Philadelphia, via York and Lancaster, during the suspension of the steamboat navigation, for the sum of \$6,300 for the season ; that an order was issued by the Department to your petitioner to perform the service, and that, in consequence of your petitioner only having the mail contract from Lancaster to Philadelphia on this route, he was only expected to perform that part of the service, and to receive a compensation in proportion ; that he subsequently made an arrangement with Mr. Stockton to take the route from York to Philadelphia, which would entitle him to one-half of the pay for the season, which arrangement was acquiesced in by the Department, and the amount (to wit, \$3,150) was carried to the credit of each of the parties, thus recognising their interests as separate and distinct ; that the service required was faithfully performed by your petitioner, and he was punctually paid by the Department for two seasons, (to wit, the winters of 1831-'2 and 1832-'3,) at \$3,150 for each. The object of this second daily mail will appear by reference to a letter from the Department to the postmaster at Philadelphia, dated December 6, 1831, a copy of which will ac-

company this, (marked A.) Your petitioner further represents that, on the 19th November, 1833, a letter was addressed to Reeside and Slaymaker, Philadelphia, ordering a discontinuance of the service, in consequence of arrangements made for increased expedition, in *April last*, on the line from Washington, D. C., to Portland, Maine. A copy of the foregoing will be found, (marked B.) Reeside resided in Philadelphia, and was not a partner in this contract. That, subsequent, however, to the receipt of this letter, Mr. Reeside called on the Postmaster General, who informed him that the service would yet be required of the contractors, and that your petitioner should be prepared to carry the mail as soon as the navigation was closed; that he did prepare himself, and, upon the closing of the navigation, the postmaster at Philadelphia informed his agent at Philadelphia that he, the postmaster, was instructed to send a part of the mail matter by this route—this is proved by the correspondence of the Department with the postmasters at Baltimore and Philadelphia, copies of which will be found in paper marked C; that, in the spring of 1834, your petitioner applied at the Department for his proportion of the mail pay for this extra service; that payment was then postponed on account of the situation of the finances of the Department, and also on account of the indisposition of the head of the Department, to whom it was necessary to refer the case; that, in the fall of 1834, similar instructions were sent to the postmasters at Philadelphia and Baltimore, and the service was again performed by your petitioner, during the suspension of the navigation, (copies of these instructions are marked D;) that, in the spring following, application was made for the two years' service, which was again postponed in consequence of a change being about to take place in the officer presiding over that Department; that your petitioner, by his agents, has made frequent application for his pay, which has been refused him, not in consequence of any want of evidence that the service was rendered, but generally upon the ground that the service was voluntary on his part, inasmuch as he had received no orders directly from the Department to perform this service, or that it was connected with some other route, particularly the route (1,098) from Lancaster, via Westchester, to Philadelphia; that, subsequent to the reorganization of the Post Office Department, your petitioner obtained a reference to the Auditor of the Department, who took up the case and decided unfavorably to your petitioner, whose decision, with the reasons, will be found recorded in that Department—from which your petitioner, under the 8th section of the act of 2d July, 1836, appealed to the Comptroller, who affirmed the decision of the Auditor, upon the ground that the service was gratuitous, "made in anticipation of being compensated for it, and not as implied from or growing out of any arrangement with the Department." That your petitioner performed the service is abundantly proved by the depositions of individuals which are filed in the Auditor's office, as well as admitted by the Department; that he incurred very great additional expense in consequence of this service; that he has never received any compensation for the period for which he now prays to be remunerated; that he was not a partner or interested in any other mail contract with R. C. Stockton, either on the route via Havre-de-Grace, or elsewhere.

Your petitioner therefore humbly prays your honorable bodies to enact such laws for his relief as you may in your wisdom think proper; and he will, as in duty bound, ever pray.

SAMUEL R. SLAYMAKER.

MARGARETTE, YORK Co., December 7, 1838.

A.

Copy of a letter from O. B. Brown to the postmaster at Philadelphia, dated

DECEMBER 6, 1831.

You are requested to send, during the suspension of steamboat navigation, all weekly publications, postmasters' accounts, &c., to Baltimore, by the way of Lancaster, Pennsylvania, in a line to be run by Messrs. Stockton & Slaymaker, "through in 30 hours."

B.

Extract of a letter from S. R. Hobbie to Reeside and Slaymaker, dated

NOVEMBER 19, 1833.

The Postmaster General directs me to inform you that the arrangement made for increased expedition in *April last* on the line from Washington, D. C., to Portland, Maine, dispensed with the express mail between Lancaster and Philadelphia, which was carried from Washington, via Baltimore, Lancaster, &c., for which you have been paid \$3,150. You are therefore informed that pay for that amount will cease.

C.

Copy of a letter from S. R. Hobbie to the postmaster at Philadelphia, dated

DECEMBER 4, 1833.

Schedule for the second daily mail from Washington to New York city, on the winter arrangement.

Leave Washington daily at 3, A. M. ; arrive at Baltimore at 9, A. M.

" Baltimore " 10, " " Philadelphia 6, "

" Philadelphia " 7, " " New York 9, P. M.

Returning—

Leave New York daily at 9, A. M. ; arrive at Philadelphia at 11, P. M.

" Philadelphia " 5, " " Balt. next day at 3, A. M.

" Baltimore " 4, " " Washington at 10, "

Memorandum.—At the instance of the contractor, (R. C. Stockton,) in order to relieve their mail on the direct route, it is allowed that the *heavy* mail be sent by the fast line at 9 P. M. to Baltimore, with which the Lancaster mail will connect ; and that the heavy mail (i. e. such matter as is not to be classed as letters and newspapers) be transferred at Baltimore, by the postmaster, from the fast line to the Lancaster mail. Lancaster mail to leave Baltimore daily at 4, A. M. ; arrive at Lancaster by 6, P. M. Leave Lancaster at 7, P. M. ; arrive at Philadelphia next day by 5, A. M.

Returning, leave Philadelphia at 4, A. M.; arrive at Lancaster by 1, P. M. Leave Lancaster at 2, P. M., and arrive at Baltimore next day at 4, A. M. Leave Baltimore (*if required*) at 6, A. M., if not, at 8, A. M.; arrive at Washington, in first case, at 12, M., in second, by 2, P. M.

NOTE.—The postmaster at Philadelphia is instructed to place heavy matter (that is, what is not to be classed with letters and newspapers) in this line.

NOTE.—This second mail is, in lieu of the present 8 o'clock morning mail, dispensed with when this 3 o'clock morning mail goes into operation. The transfer of mail matter from the fast to the slow line, or the Lancaster line, must in no case be made but by the postmaster or his assistant at Philadelphia or Baltimore. No other bags than those labelled at the post office "*ordinary*" can be so transferred.

D.

POST OFFICE DEPARTMENT,

Northern Division, December 17, 1834.

SIR: The Postmaster General looks to you to see that the winter arrangements for the great Atlantic mail to the East be put in operation the moment steamboat navigation is suspended.

The fast mail is to run as it did last winter. (See the schedule then furnished.)

But we shall waive for the present the ordering of the second daily mail on R. C. Stockton's route, No. 1,371, from Baltimore to Philadelphia. Send the mails for the intermediate offices by the fast line in pouches—a pouch for each office; with which provide them. Send small mail portmanteaus, if you have not pouches. Be careful that they are properly labelled.

Send the slow mails by the Port Deposit and Conewingo line, if they run on different days, or send it by the Baltimore and Lancaster line, (1,837,) to be taken out of that line at Columbia, and despatched thence, by the railroad, (1,031,) to Philadelphia, whichever you shall judge to be the most expeditious conveyance, and report your determination and doings.

Respectfully,

S. R. HOBBIE.

POSTMASTER, *Baltimore, Md.*

P. S. Send the mails to Wilmington in separate bags, under brass lock, duly labelled—the same as last winter.

The mails should be in at Philadelphia at 6 P. M. on fast line.

Report to the postmaster of Philadelphia the line selected by you for the transmission of the slow mails through, whether on the Port Deposit and Conewingo line or on the Lancaster and railroad line, so that he may send like mail south on same line.

Copy of letter from Ziba Durkee, agent, dated

APRIL 24, 1835.

DEAR SIR: The subscribers, mail contractors on route 1,031, in the State of Pennsylvania, respectfully represent that we have, during the suspension of steamboat navigation between Baltimore and Philadelphia, for the

winters of 1832, '33, '34, and '35, run an express mail from Philadelphia to York, via Lancaster and Columbia, and that, for the service performed in 1832-'33, we have received a yearly compensation of \$3,150. In the fall of 1833, we were notified by the Department of the discontinuance of that mail, though not until we had purchased the stock necessary to perform the service required. Shortly after we were notified by Colonel J. Reeside, on his return from Washington, that the contract had been restored, and the stock should be kept in readiness, which was done until a few days previous to the closing of the navigation, when one of the clerks of the post office at Philadelphia (Mr. Grubb) called at our office and informed our agent that "the express mail" must commence running in the course of the then present week—at the same time exhibited a schedule of the departure and arrival of the same. The stock was accordingly put on the road, and the mails carried as during the preceeding winter, for which service we have received no compensation, and claim, as for the preceding winter, \$3,150. During the present year, the facts in relation to this mail, between the Department and contractors, are as follows: On or about the 5th of January, the mails, which before had been taken south by the steamboat, (or the bulk of them,) were, by the directions of the postmaster at Philadelphia, sent, during the long suspension of steamboat conveyance, to Baltimore, via Lancaster, Columbia, and York. For the transportation of these mails, extra cars were necessary on the railroad, and additional horses and coaches were necessary on the road from Columbia to York. For these services the contractors cannot charge more than the former allowance of \$3,150. At the same time, they feel confident that the relation of a few facts will satisfy the Department that the amount claimed is but a trifling compensation for the services performed and money expended. First, the tolls paid to the State for the use of the railroad are one mill per mile for every 10 lbs. of mail, which, taking the time from January 5 to March 14, making 68 days, according to the accompanying statement, would amount to \$1,784 32; in addition to this, the tolls on the Columbia bridge, for a coach one trip each way, is \$92; which, added, amounts to \$1,876 32, money *actually paid out*.

Fully confident that you will at once perceive the justice of our claims, we leave them in your hands, anxiously waiting your decision, which we beg may be as early made as possible.

With sentiments of high regard, we remain, dear sir, very respectfully,
yours,

SLAYMAKER & TOMLINSON,
per L. DURKEE.

To the Hon. W. T. BARRY,
Postmaster General.

[Remarks on the back of this letter, made by some of the officers of the Department.]

"No. 1,098. Pennsylvania.—Philadelphia to Lancaster, daily, four-horse post coach, Slaymaker & Tomlinson, \$1,800, schedule subject to such alteration as may be required to perfect connexions at Lancaster with the York, Baltimore, and Washington mails, and with the great western mail.
"Contractors were allowed \$3,150 a year from commencement to 25th April, 1833, for conveying express mails, so called, being part of the route

from Washington, York, Lancaster, to New York. They state they performed the same service in 1833 and '34, and 1834 and '35, and ask for the same compensation, \$3,150."

Remarks.—"The claim is for additional allowance for carrying additional weight of mails that is, a portion of the mails conveyed by Baltimore to Philadelphia (in steamboats) during the summer, and which belong to the lower route in the winter, but from which Stockton & Stokes were relieved, to enable them to carry the other portion with sufficient rapidity to keep good the connexion. The contractors, I conceive, are bound to carry all mails to be sent by their road: their engagement generally is to that effect. In this case it appears to be especially looked to by contract. The conveyance of the Baltimore, Philadelphia, and Washington mails, is embraced in the contract endorsed on this statement." "The weight of the mails, by the circumstance of sending the slow matter around by the railroad during the suspension of steamboat navigation, has, no doubt, been greatly increased. But on this point the contractors present no proof, or of the expenses incurred, though it is natural to presume that expenses have been incurred." "Suspended for further evidence 22d May, 1835. Evidence enclosed of postmaster at York, Paoli, and clerks in post office at Philadelphia." "May 22, Postmaster General declines acting in the case."

Copy of a letter from J. Evans, Esq., postmaster.

PAOLI, PA., April 28, 1834.

DEAR SIR: Samuel R. Slaymaker & Co., proprietors, have for the two preceding winters, and during the suspension of steamboat navigation, had to run an express mail stage (so called) and cars between Philadelphia and York, Pennsylvania. The mails, so far as they come under my observation, were large and weighty, requiring additional force, in carrying them, to that which had been on the route, performing the duties on the regular lines. These facts have come to my knowledge from the circumstance of the additional stock having been kept the greater part of the time at my livery.

Most respectfully, dear sir,

JOSHUA EVANS.

To the Hon. W. T. BARRY,
Postmaster General.

Copy of a letter from A. F. Glass to L. Durkee.

COLUMBIA, April 2, 1835.

DEAR SIR: As the railroad bills have been sent to the office at Philadelphia, I have not the means of ascertaining the exact amount paid for tolls for the southern mail on the Columbia railroad. The rate charged is one mill per mile for 10 pounds; the distance 82 miles. Supposing the average weight of the mails to be 1,600 pounds, the tolls for a single line would amount to \$13 12 each way; for a double line, of course, \$26 24.

In haste, your obedient servant,

A. F. GLASS.

Copy of a letter from C. H. Kirk and George Taber:

PHILADELPHIA, April 29, 1835.

DEAR SIR: The undersigned, clerks in the Philadelphia post office, respectfully represent that Messrs. Slaymaker & Co., during the suspension of steamboat navigation to Baltimore, the last and previous winters, carried all the bulky and slow mail matter intended for the south, via Columbia railroad, to Lancaster, Columbia, and York, Pennsylvania, and which, in conjunction with Stockton & Stokes's line of coaches, was thence carried to Baltimore. The matter was regularly taken from and brought to this office; the weight of it seldom less than 1,000 pounds, and from that to 1,800 pounds.

We have the honor to be, &c.,

CHARLES H. KIRK, *Chief clerk.*
GEORGE TABER.

To the Hon. W. T. BARRY,
Postmaster General.

Copy of a letter from D. Small, Esq., postmaster.

POST OFFICE, YORK, May 1, 1835.

DEAR SIR: During the suspension of steamboat navigation for the two last winters, the Messrs. Slaymaker & Co. have run what has been called the *express mail* between York and Philadelphia, via Columbia and Lancaster, for the transportation of which they have each winter put on an additional line of coaches. These mails have passed under my observation, and have been very heavy—so much at times, that they could not all be taken on in one entire coach; and in such cases they have been forwarded by extras, without delay, and with a promptness highly creditable to the contractors.

Very respectfully, your obedient servant,

DANL. SMALL.

To the Hon. W. T. BARRY,
Postmaster General.

Copy of a letter from Ziba Durkee to J. Page, Esq.

COLUMBIA, December 29, 1834.

DEAR SIR: We have received, per to-day's car, an unusual quantity of southern mails, which, from its labels, I am induced to believe should have been sent by the lower route. It cannot be expected that we should carry extra weight of matter without some additional compensation. If the mails above spoken of are of the description that I have supposed them to be, you will please give me a certificate that they could not be taken on by the lower route, in order that we may make our claim for the transportation of the same, via Lancaster and Columbia, to York.

Very respectfully,

Z. DURKEE, *Agent.*

The foregoing letter was sent to the Post Office Department, with a copy of the following reply to Z. Durkee, agent :

DEAR SIR: We have sent nothing by way of Columbia, except on Sunday last, the 18th instant. There was a failure of the New York mail to arrive in time to connect with the lower route, and would on the next day have been more than could have been sent by the fast mail: then some of the bags labelled "fast" were sent by the way of Columbia, but the slow matter as directed by the Post Office Department.

G. TABER,
for J. PAGE, P. M.

PHILADELPHIA POST OFFICE, *January 20, 1835.*

SIR: The enclosed letter was received yesterday from the agent of the Good Intent. The substance of my reply will be found in the corner of it. Thinking it is of service to the Department, it is forwarded.

Respectfully, yours, &c.,

J. PAGE.

Hon. S. R. HOBIE.

Copy of a letter to Mr. George Taber.

PHILADELPHIA, *November 15, 1837.*

DEAR SIR: Will you have the goodness to inform me whether you were a clerk in the post office of this city during the winters of 1833 and '34, and 1834 and '35, and if you had the charge of forwarding the mail from Philadelphia to Baltimore during the suspension of the running of the steamboats; and, if so, if any part of the mail was sent by Lancaster, and what part? If the mail sent by that route to Baltimore was the same usually sent by steamboat during the summer season? If they were sent in accordance with any directions received from the Post Office Department at Washington? Have you at any time seen such an order? If not, are you of the opinion that the mail would have been sent by that route without some order from the Department?

Your early reply to the foregoing queries will much oblige yours, &c.,
S. R. SLAYMAKER.

Copy of a letter from G. Taber.

PHILADELPHIA, *November 15, 1837.*

DEAR SIR: In answer to your letter to me of this date, inquiring whether I was a clerk in the Philadelphia post office during the winters of 1833 and '34, and 1834 and '35, and had charge of forwarding the mails from Philadelphia to Baltimore during the suspension of steamboat travelling, and, if so, whether any part of the mail was sent by Lancaster, I say

I was a clerk in the Philadelphia, Pennsylvania, post office, during the winters of 1833 and '34, and 1834 and '35, and part of the time had charge of the mails sent from Philadelphia to Baltimore, and, during the suspension of the running of the steamboats, delivered the *slow matter* to persons, to be taken, by way of Lancaster, Pennsylvania, to Baltimore.

Question 2. If the mails sent by that route to Baltimore were the same usually sent by steamboats?

When the steamboats were running between Philadelphia and Baltimore, all matter intended for that city was sent in that way. There was no division of the matter made: the fast and slow were sent together.

Question 3. If they were sent in accordance with directions received from the Post Office Department?

I believe they were, although I do not remember seeing the order to that effect. It was not, however, the practice of the postmaster, or any of the clerks, to forward mail matter in any direction without orders from the Department to do so.

Yours, respectfully,

G. TABER.

Mr. S. R. SLAYMAKER.

Copy of a letter from S. R. Slaymaker to James Page, Esq.

OCTOBER 6, 1837.

DEAR SIR: If in your power to do so, you will confer a favor on me by answering the following queries:

1st. If the mail, or any part, which is usually sent by the steamboats during the summer season between Philadelphia and Baltimore, was sent by way of Lancaster during the suspension of the steamboat running in the winters 1833-'4 and 1834-'5; and, if so, what part was sent by that route?

2d. Can you say what was the probable weight sent by that route?

3d. Do you know whether they were sent at the same hour with the regular mail for Pittsburg via Lancaster and Chambersburg, or at a different hour?

4th. Were the mails sent by that route in consequence of any order received from the Department? Your early reply will oblige

Yours, &c.,

S. R. SLAYMAKER.

Copy of Mr. Page's reply to the foregoing.

PHILADELPHIA, October 19, 1837.

DEAR SIR: It is not in my power to answer the queries in your letter, there being no record in the office to guide me in replying, and the clerk who was in the office at the time, and had special charge of that branch of its business, having since withdrawn.

Respectfully, yours, &c.,

J. PAGE.

Copy of a letter from S. R. Slaymaker to the same.

PHILADELPHIA, November 15, 1837.

DEAR SIR: When I last saw you, you told me that, if I could furnish you with the months in which the order should have been forwarded from the Post Office Department, you would examine the files of orders. The order must have been sent either in November or December, 1833, and the same months in 1834.

Very respectfully, yours, &c.,

S. R. SLAYMAKER.

[To this letter there was no written reply.]

Copy of a letter from John S. Cash.

PHILADELPHIA, December 16, 1837.

DEAR SIR: In answer to yours of the 12th instant, I have to say that I recollect that Samuel R. Slaymaker, Esq., run an additional line of cars upon the Columbia and Philadelphia railroad in the fall and winter 1834-'35, which I understood was for the transportation of the express mail between Philadelphia and Baltimore, during the suspension of steamboat navigation. I am not able to say what was the amount of tolls received for mails at this distant day, the documents having all passed out of my hands. I recollect the mails were very heavy. The rate charged at that time was one mill per mile for every ten pounds.

Respectfully, yours, &c.,

JOHN S. CASH.

ZIBA DURKEE, Esq.

Copy of deposition of Ziba Durkee.

During the winter of 1833-'34, I was employed as an agent in the office at Philadelphia for the mail line of railroad cars and coaches between Philadelphia and York, by way of the Pennsylvania railroad and pike. Previous to providing stock for running the express mail between Philadelphia and Baltimore, via the above-named route, I wrote to Col. Reeside, then at Washington, requesting him to ascertain whether the Postmaster General would require that mail to be run during the suspension of the steamboat navigation for the then coming winter, as heretofore, that I might the better know how to govern myself in making our winter arrangements, to which Col. Reeside did not reply; but very soon after, on his return from Washington, he called on me and stated that the Postmaster General had told him that the mail must be run as formerly, and that I might prepare the necessary stock for the purpose; but, a short time after this communication was made to me by Col. Reeside, George M. Foltz, a clerk in my employ, informed me that a Mr. Grubb, one of the clerks in the post office at Philadelphia, had brought in an order or schedule for the running of the express mail. I asked him to show me the order, which he said he could not do, observing that the clerk (Mr.

Grubb) declined leaving the original order or schedule, but that he had a copy or memorandum, which he showed me; on the strength of which, with the aid of S. R. Slaymaker, one of the contractors, I completed the arrangements for the running the express mail, for which purpose we put on an additional line of cars on the railroad, and coaches to connect with them on the turnpike, the railroad at that time being completed no further than the Paoli, about twenty miles west of Philadelphia. This line was run until the opening of the navigation in the spring of 1831, when it was taken off. I recollect, on one or two occasions, not only all the slow matter, which constituted the express mail, (and made enormous loads,) was sent by this route, but some of the fast bags; which latter, on my representation to the postmaster at Philadelphia, were sent by their proper route, via Havre-de-Grace.

Z. DURKEE.

PHILADELPHIA, January 25, 1838.

Sworn and subscribed before me, this 25th day of January, 1838, to be just and true, to the best of his knowledge and belief.

T. B. BRYANT,

One of the Aldermen of the county of Philadelphia.

Copy of the deposition of R. D. Carson.

STATE OF PENNSYLVANIA, Lancaster city, ss :

Personally appeared before me, the subscriber, one of the aldermen in and for the said city of Lancaster, Robert D. Carson, who, being sworn according to law, doth depose and say that, during the winter of 1833-'34, there were three lines of stages running between Philadelphia and Lancaster; that two of them carried the mails called the western mails, to wit, the Telegraph and Good Intent; the third, the Express line, carried the southern mail, via Columbia and York, to Baltimore; that the latter was only run in the winter season, during the suspension of the steamboat travelling, and was put on for the purpose of transporting this mail; that he never understood from any source that the proprietors had undertaken to carry said last-mentioned mail gratuitously for the Department, or for any person, but did always understand that the service was rendered in consideration of the annual amount paid by the Department for the two former years; that he never saw any letter from the Department ordering the discontinuance of it; that the number and quantity of canvass bags and the weight—he cannot precisely say, but that it was very considerable—so much so that it did very frequently exclude passengers; that, during the winter of 1833-'34, this mail was carried on the railroad about twenty miles, and the balance of the route in post coaches on the turnpike; that, in the winter of 1834-'35, the said mail was carried by railroad from Philadelphia as far as Columbia; that there was a toll charged by the State, in addition to the toll usually charged for passengers and cars; that he was acting in the capacity of clerk for a number of years, say from the year 1818 to the time of July 1, 1834, and as clerk and agent from the 1st of July, 1834, to December 1, 1835, when said lines were discontinued.

R. D. CARSON.

Sworn and subscribed to before me the 25th of January, 1838.

J. BORNBERGER.

Copy of the deposition of Mattson Marsh.

STATE OF PENNSYLVANIA, *Lancaster city, ss :*

Personally appeared before me, the subscriber, one of the aldermen in and for the said city of Lancaster, Mattson Marsh, for a number of years a resident of said city, and now residing here, who, on his solemn oath, taken according to law, doth depose and say that he was agent for S. R. Slaymaker from March, 1832, until he withdrew from the stage business in December, 1835, and had charge of the teams at Lancaster, and attended at the office on the arrival and departure of the mails. In the winter of 1833-'4, the said Slaymaker and his partners run two lines of stages, in which they carried the western mail from Philadelphia to Pittsburg: the first, or Telegraph line, left Philadelphia at 2 o'clock, A. M., and the Good Intent at 7, A. M., both of which passed through Lancaster, Harrisburg, Carlisle, and Chambersburg, to Pittsburg. In addition to which they run a line, called the Express line, which carried the southern mail, via York, to Baltimore. This line was conducted twenty miles on the Pennsylvania railroad, and the remainder of the distance in post coaches. The mails were very heavy—always filling up the whole of the baggage boot, and sometimes the inside of the coach, to the exclusion of passengers; that great inconvenience was experienced in crossing the river Susquehanna at Columbia; that the express mail was discontinued immediately after the opening of the navigation in the spring of the year; that extra stages were frequently run to accommodate passengers who could not be accommodated in the mail line, on account of the great weight of the mail; that he is of the opinion that the mail this winter averaged fifteen hundred weight.

In the winter of 1834-'35, the express mail was run in the same manner as in 1833-'34, except that it was carried the whole distance on the railroad from Columbia to Philadelphia; the weight of the mails this winter was greater than it was in 1833-'34. In addition to the cars on the railroad, they run a daily line of stages on the turnpike, and a tri-weekly line via Westchester; that great exertions were made, during the periods alluded to, (in 1833-'34 and 1834-'35,) in forwarding the mails; that, in consequence of extra duty, the stock on the road received great injury. This deponent saith that, frequently, during the winter of 1833-'34, the Telegraph line carried very few passengers; that, if the southern or Baltimore mail could have been received from the post office at Philadelphia in time to be forwarded by this line, it would have saved the expense of a second line between Philadelphia and Lancaster; that he is now forty-six years of age.

MATTSON MARSH.

Sworn and subscribed to before me the 25th day of January, 1838.

J. BORNBERGER.

Copy of a letter from S. R. Hobbie, Esq., to Slaymaker and Tomlinson.

POST OFFICE DEPARTMENT,

Northern Division, August 19, 1834.

SIRS: The necessity of a further reduction in the expense of transporting the mails, and consequently of the facilities of the post communication,

being imposed upon the Department, the Postmaster General directs, among the retrenchments, that route No. 1,098, Philadelphia to Lancaster, be reduced to three trips a week, between Philadelphia, Westchester, and Lancaster, and the sum of \$900 a year be deducted from your compensation : the railroad daily mail to Westchester to continue.

Instructions necessary to carry this order into immediate execution have been issued to the postmasters at Philadelphia, Westchester, and Lancaster, and you are hereby required to conform to the arranged schedule with the postmasters at Philadelphia and Lancaster. A month's extra pay will be allowed for the discontinuance of the service.

Respectfully, yours,

S. R. HOBBIE,
Assistant Postmaster General.